TRAFFIC ENGINEERING

A Digest of Current Literature
on Street and Highway Traffic
and
News of the Institute of Traffic Engineers

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49 - PARKING - Parking Meters

"Parking Meters for Pittsburgh" (Greater Pittsburgh, July, 1938, page 26)

Parking meters are going to be tried in Pittsburgh. The Better Traffic Committee has had the meters under discussion for almost two years. The installation of meters, recommended as a trial by the Traffic Committee, will place more than 600 parking-time-clocks along curbs in the Downtown, East Liberty, Oakland, and North Side Districts. The meters will collect five cents for a one-hour parking privilege.

50 - REGULATIONS AND LAWS - Local Ordinances

"Local Traffic Ordinances" - Harold F. Hammond, Director Traffic Division, National Conservation Bureau, and Secretary I. T. E. (C. I. T. Seminar for Safety, Waldorf Astoria Hotel, New York City, June 21, 1938)

The community is the most effective unit in which we can operate today to bring about control of motor vehicle traffic. This is demonstrated by the fact that since 1930 traffic fatalities in cities have decreased while in rural areas they have increased by more than 30 per cent.

Local traffic ordinances are fundamental in a good community traffic control program. Among the first considerations in forming a local traffic ordinance is substantial uniformity with ordinances in other communities.

Several years ago a questionnaire sent to the homes of 100,000 American motorists brought out the fact that 95 per cent favored uniform

Combined Publications — TRAFFIC ENGINEERING combines the Publications "Traffic Digest" and "Traffic News Letter".

uniform traffic rules. There is a model code, "Model Traffic Ordinances", for communities, developed and published by the National Conference on Street and Highway Safety.

Among the ordinances receiving special attention today are motor vehicle inspections, parking meters, and off-street parking.

The publication of a popularized digest, pocket size, of the city traffic ordinances, containing a number of simple drawings and illustrations of the correct procedures in hand signaling, turning, parking, and passing, will not only help to educate the public but will bring out undesirable and antiquated sections of the existing local ordinances.

Cities of over 50,000 population are strongly urged to establish a city traffic engineering department.

51 - LAWS AND REGULATIONS - Uniformity

"Interstate Action to Aid Motorists" - E. A. Barton, I.T.E. member (American City Magazine, July, 1938)

Interstate cooperation in highway control as a solution to the heterogeneous motor laws that annoy and endanger the cross-country traveler is proposed by Ray Ingels, Director of Motor Vehicles for California, reporting to the Council of State Governments.

"The cross-country motorist is right when he complains of the confusion among state motor-vehicle laws", said Mr. Ingels. A New Yorker on his way to California drives through eleven states, and in only two adjoining states are speed limits the same. In eight states with fixed speed limits the differential amounts to as much as 15 miles per hour. In one there is no speed limit, and in two it is fixed as reasonable.

The suggestions for interstate cooperation on motor-vehicle laws are made in a forthcoming issue of "State Government", monthly magazine of the Council of State Governments.

52 - STREETS AND HIGHWAYS - General

Comment on "The Traffic Problem" (Life Magazine, July 4, 1938) - R. L. Morrison, Prof. of Highway Engineering and Highway Transport, University of Michigan, and I.T.E. member (Life Magazine, July 25, 1938)

Prof. R. L. Morrison says, "I am unable, however, to see how accidents will ever be materially reduced through the construction of limited ways. The article states that 'If only one-tenth of the main arteries in the U. S. were limited highways the accident toll would be reduced by as much 50 per cent.'

"Of course, I do not know just what the writer had in mind as being the 'main arteries', but there are 3,000,000 miles of roads in the U.S. outside of cities and many thousands of miles of city streets. It is sometimes stated that 50,000 of 60,000 miles of limited ways are needed, the latter figure being only 2 per cent of the total mileage. The least expensive highway mentioned in the Life article costs $470,000 a mile and at that rate 60,000 miles would cost $28,000,000,000. This is equal to the total of all motor taxes for nearly a generation, or $1,000 for each vehicle now in use.

"I am thoroughly in favor of building limited ways insofar as it is economically possible to do it, but I believe that if public authorities everywhere would put into practice all that is known about sound traffic engineering, efficient traffic law enforcement, and efficient traffic education, more lives could be saved in ten years than could be saved in 100 years by building super-highways and elevated streets."

The editorial comment on the above discussion is as follows:

"The average cost of building limited highways, with overpasses and dividing islands, is not as high as the examples indicate. Especially in the West, where there are few crossings, present roads can be converted fairly cheaply. The average cost is closer to $150,000 than to $470,000. At this rate $28,200,000,000 would build 188,000 miles of road."

53 - STREETS AND HIGHWAYS - Lighting

"Sodium Lighted Intersections" - Leslie J. Sorensen, Pres. I.T.E., Traffic Engineer, Chicago (American City Magazine, July, 1938)

Of 836 persons killed in Chicago last year, fully 75 per cent were afoot, and 66 per cent of the accidents were in dusk and darkness, when traffic averages one-third of the 24-hour volume.

To test the value of modern lighting, sodium-vapor lighting equipment was installed in November, 1937, at three major intersections. Five months' results indicate a 17 per cent reduction in total number of accidents. Personal injury accidents decreased 46 per cent, and accidents involving pedestrians were reduced by 14 per cent, a marked improvement. These facts are readily apparent:

1. Pedestrians are in less danger because they are either strongly illuminated or silhouetted at crosswalks.
2. The officer directing traffic is more easily seen.
3. Vehicles halted in the middle of the intersection by left turns or halted at the stop line by traffic signals are much more readily visible and there is less likelihood of collision.
4. Obliteration of detail and otherwise blinding action of opposing headlights is reduced.
5. Color is a factor. If the use of sodium lights becomes common for dangerous crossings, then motorists will identify them by their color and will be forewarned of hazard.

54 - STREETS AND HIGHWAYS - Super-Highways

"Superhighway Planned" - L. D. Lyman (New York Times, June 5, 1938, page 8XX)

Representative I. W. Drew of Pennsylvania has introduced a resolution to build a 150 million dollar toll road between Jersey City and Washington, to be financed by the States and W. P. A. The route would cross the Delaware River at Lumberville, thence proceed through Valley Forge, West Chester, Port Deposit, to an already planned bridge across the Potomac at Great Falls. Connections to Philadelphia, Reading, Pennsylvania's Turnpike to the West, and Wilmington would be provided.

55 - SUBJECTS RELATED TO TRAFFIC - Vehicle Design

"Seeing With Motor Car Headlamps" - V. J. Roper and E. A. Howard, General Electric Co. (Transactions I.E.S., May, 1938, pages 417-438)

This paper discusses the relation between visibility distance

and beam candlepower, and the variation of visibility distance with the reflection factor of obstacles, with speed, and with glare. An interesting technique is the securing of data without the driver's being aware that he is engaged in a test. It is found that such a driver sees the obstacles only half as far as an expectant driver.

Tests show that visibility distance is reduced by one-third at 65 miles per hour, but that this can be regained by increasing beam candlepower from 50,000 to 150,000. An increase of the reflection factor of obstacles from 2 per cent to 14 per cent doubles the visibility distance. Whereas headlamps generally found in service provide only 20,000 C.P., for 50 M.P.H. a beam of 75,000 C.P. is required to provide perception distance equal to stopping distance. An opposing 5,000 C.P. beam reduces perception by 60 per cent.

56 - SUBJECTS RELATED TO TRAFFIC - Community Welfare

"The Traffic Problem and Community Welfare" - H. P. Jackson, Pres. Bankers Indemnity Insurance Company, Newark, N. J. (Ninth Annual Convention, Greater New York Safety Council, April 19, 20, 21, 1938)

Mr. Jackson points out that during the brief time of his speech innumerable people will be arriving at hospitals for emergency treatment as a result of traffic accidents. Some of the reports will contain statements like these: "Hospital and doctor inquiring as to payment of their bills"; "Father crippled, family depending on earnings of this boy and his sister"; "Three dependents, owes for butcher, grocer, rent, coal, and milk."

All such cases involve community welfare but few citizens are aware of it. "We must shock all the people with the economic and the humanitarian facts, horrible as they may be, before we can get a degree of indignation and shame transposed into willful purpose in any community." If accidents can be prevented, insurance will come down.

Communities long ago recognized community responsibility for safeguarding citizens at the expense of the entire group. We have police protection, public health work, fire fighting apparatus, etc. Experience in industry proves that safety work pays for itself.

The public schools offer the greatest opportunity to bring home to the average citizen the necessity for safety work. The boys and girls of today must carry on the work in the future.

57 - SUBJECTS RELATED TO TRAFFIC - Community Welfare

"Solving Traffic Problems On the Facts" - D. Grant Mickle, I.T.E. member (American City Magazine, July, 1938, Traffic Control and Facilitation Section).

Pressure was brought to bear upon a governor and the State Roads Commission to build grade separations that would have cost up to $600,000. A traffic engineer reported that traffic-actuated signals would obviate the hazards at a cost of less than $10,000.

A modern progressive signal system 2.3 miles long was installed in a mid-western city at a cost of $45,000 and a saving of 134,582 car minutes daily.

Traffic engineering may be defined as programming the movements

of persons, vehicles, and merchandise so that they are coordinated and made regular and safe.

The benefits of improved traffic facilities may seem intangible and the investment non-liquidating to the agency making the expenditure. A real saving accrues to both the community as a whole and its individual citizens, nevertheless, if improvements are well planned. Eventually the cost is repaid in enhanced property values, in greater consumption of taxable goods, and in the economy of properly designed and executed city planning.

The function of the traffic engineer will have increasing importance, based on the economic value of his services to the community.

58 - SUBJECTS RELATED TO TRAFFIC - Braking and Reaction Time.

"Braking Efficiency and Reaction Time Measured by New Device" - Morris Devol, Safety and Traffic Engineering Dept., American Automobile Assoc., Washington, D. C. (Mimeographed, May 12, 1938)

As braking efficiency given in per cent and reaction time in seconds means little to the average driver, the American Automobile Association has developed the Brake Reaction Detonator, which gives the driver, by means of marks on the roadway, the exact distance he goes while reacting and the braking distance required to stop while traveling at any speed.

The detonator is quite simple to operate. It is only necessary to clamp it to the front bumper of the car and to clip a battery clamp on the generator. When the car reaches any desired speed the examiner snaps a switch. This fires a 32-caliber blank cartridge, which forces a capsule of paint down on the pavement to mark the place. The instant the driver hears the shot he steps on the brake as quickly as possible. As soon as the brakes take hold (25 per cent braking efficiency), the deceleration of the car fires a second shell, making a second paint mark on the pavemnet.

Thus the distance between the two paint marks gives the exact distance that it takes the driver to react and to get his brakes in operation. From the second paint mark to the front bumper where the car comes to a stop is the true braking distance.

The detonator gives a more accurate measure of braking distance than most decelerometers as they usually measure only the maximum deceleration and not the average deceleration over a given distance. High schools are able to build these in their shops from blue prints and instructions obtainable from the American Automobile Association, Washington, D. C.

59 - SURVEYS AND STUDIES - General Traffic

"Improving Street Traffic, Vancouver, B. C." (Report of the Vancouver Traffic Survey, Directed by Earl J. Reeder, Chief Traffic Engineer, National Safety Council, for the City of Vancouver, B. C.)

The business district of Vancouver has developed on a peninsula almost completely separated from the rest of the city. Traffic to and from this area is concentrated into nine entrances, four of which are bridges. The geographic location of Vancouver makes it a terminal for through vehicular traffic rather than a stop en route. Hence, although it can be said that the traffic problems of Vancouver are basically the same as those of other cities of North America, the proportions are

different.

The report includes recommendations for the application of tried and proven traffic engineering practices in the solution of the traffic difficulties experienced by the city. In general a balance between enforcement, engineering, and education is recommended. The means of attaining the proper proportions of each phase of traffic work are specifically stated.

The survey includes accident analyses of 183 locations, in 175 of which a means is suggested for reducing the traffic hazards. Other phases of the study concern traffic control devices, routings, police court and enforcement procedure, driver licensing and education, vehicle inspections, parking, pedestrian safety, and all the other lesser problems involved in congested traffic.

Adoption of the recommendations concerning specific hazardous conditions should reduce the traffic toll and relieve the congestion of traffic with which Vancouver now suffers. Acceptance of the recommendations of broader scope should place Vancouver in position to diagnose and cure traffic ills that may occur in the future.

60 - SURVEYS AND STUDIES - Drivers

"A.A.A. Finds Drivers' Skill Varies With Age" - Earl Allgaier, Safety and Traffic Engineer, American Automobile Association (Public Safety, May, 1938)

Like wine, drivers improve with age up to a certain point, and then decline. That point, our experiments with several thousand drivers show, lies somewhere between 20 and 25 years of age. The decline begins between 40 and 50, and grows rapidly from that point on.

These are the conclusions which we have reached after almost two years of testing drivers. We have tested approximately 22,000 drivers in 70 cities, including most of the states of the union.

Using a set of 15 tests, including many of those developed by Dr. A. Lauer of Iowa State College, the American Automobile Association launched this driver-testing program for two purposes:

1. To make the drivers whom we tested conscious of deficiencies which might cause them trouble in driving; and
2. To obtain basic research data.

The falling off in the test scores made by drivers over 40 or 50 years of age need not necessarily indicate that these drivers are actually poorer or less safe than younger drivers. It must be remembered that they have the advantage of years of experience and that they are likely to use a greater degree of caution.

61 - SURVEYS AND STUDIES - Traffic Survey Report

"Louisville 'Traffic Planning' Report" -(Jensen, Bowen, and Farrel, Consulting Engineers; D. Grant Mickle, Traffic Engineer; June,1938)

The traffic planning report treats comprehensively the subjects of traffic volume; distribution and fluctuation; accident occurrence by time, type and location; intersections where accidents are recurring; the use of traffic control devices; parking; traffic routing; law

observance; enforcement; education and traffic administration. Recommendations involving costly physical changes or the large-scale condemnation of taxable property are avoided to a marked degree.

Among the major recommendations in the report are the following:

1. The initiation of a proposed traffic plan, including a one-way street system; a by-pass system for through traffic; truck routes for through commercial traffic; a through-way system connecting by-pass routes with the central business district; and street extensions and widenings.

2. Improve and modernize traffic control signal system by: the installation of a flexible progressive system within a certain area bounded by Main Street, Preston Street, Eighth Avenue and Broadway and also along Broadway from Baxter Avenue to Twenty-Sixth Street; the installation of a grid of signals with coordinated control; and the installation of additional isolated signals, replacement of worn and obsolete equipment, the elimination of use of amber light following the red indication, uniform signal standards and prohibition of right turns on the red indication throughout the city.

3. Improve parking conditions by the application of the following measures: strict enforcement of parking regulations and conversion of two-hour parking zones to one-hour; increased off-street parking facilities; improvement of loading zone usage; limited parking permitted on left hand side of one-way streets; bus stops changed from near side to far side at intersections; and elimination of angle parking.

4. Increase personnel of Traffic Bureau, and institute and continue a program of preferential-preceptive traffic law enforcement by making fuller use of past accident data.

5. Improve the court disposition of traffic cases by issuing bench warrants for all violators ignoring summonses, holding court sessions more frequently, and discontinuing use of the capias in traffic cases.

6. Establish a publicly owned vehicle inspection station and require semi-annual inspections.

7. Initiate a comprehensive study of street lighting.

8. Carry out the corrective measures recommended for the ten worst intersections and apply this method of analysis to other hazardous locations.

62 - SURVEYS AND STUDIES - Safety

"Traffic Safety Surveys" - E. A. Barton, I.T.E. member (American City Magazine, July, 1938 - Traffic Control and Facilitation Section)

Under the Civil Works Administration, the Federal Emergency Relief Administration, and the Works Progress Administration, there were approved for operation 27 state-wide traffic survey projects, 41 county-wide projects, and 197 city-wide projects.

At the close of 1937 there were in operation 21 state-wide traffic survey projects, 6 county projects, and 34 city traffic survey projects.

While not all the projects listed as approved were actually placed in operation, the majority were, and most of them have been completed.

63 - TRAFFIC ENGINEERING - General

Address Given at Meeting of Canadian Progress Club - T. D. Lemay, Commissioner of City Planning and City Surveyor, Toronto, Canada (Member I.T.E.). (Royal York Hotel, Toronto, Canada, Feb. 24, 1938)

Engineering may produce better highways and legislation, better drivers, but only nature can produce the safety consciousness that will overcome the inattention, carelessness, and poor judgment that cause 90 per cent of accidents.

Accident records show that commercial drivers are the safest drivers. Perhaps because their jobs depend upon their records. The private driver should not be able to dismiss an accident by mere expressions of regret and reference to the insurance agent.

The pedestrian causes a large proportion of accidents. The driver and pedestrian have a mutual social responsibility toward each other. The pedestrian must obey traffic rules just as strictly as the driver.

It is doubtful whether vehicle inspection achieves much in highway safety, but proof that a car is road-worthy should be required before a license is issued. Every driver should know the distance required to stop from any particular speed. Ignorance or neglect of this physical characteristic was responsible for 500 accidents in Toronto last year.

Any driver operating at 60 m.p.h. on a highway built for 50 m.p.h. is guilty of recklessness. If a safe stopping distance sight factor is to be maintained, approaching traffic cannot proceed at more than 35 m.p.h. All highway authorities should adopt the practice of using signs to indicate the safe speed where physical conditions make the theoretical speed limit too great for safety.

Solving the traffic congestion problem is primarily one of increasing the efficiency of intersections. Express highways permit high speed movement with little intersection interference but already three traffic lights have been installed on the one in Toronto and there are demands for more. The time is coming when complete grade separation will be necessary for this type of highway.

Parking runs a close second to intersections as a cause of highway inefficiency. Roadways are primarily for purposes of travel, not storage, but the user must have a place to store his vehicle. If street parking causes congestion, the difficulty to face is the presumption that total prohibition would cause a large loss of business. Actual parking counts indicate that such prohibition would have little effect on any particular business as only about 700 cars can park at the same time on shopping streets and 85 per cent of the people coming downtown use street cars. Off-street parking seems to be the only answer in many large cities and perhaps that stage has been reached in Toronto.

The most serious traffic movement problem in Toronto is the north bound movement from the central business district which concentrates on a few streets creating turning movement troubles farther north. The widening of Queens Street would afford a distribution artery to decentralize north bound traffic.

News About the Traffic Engineering Profession

ANNUAL MEETING

The 9th Annual Meeting of the I. T. E. will get underway at the Stevens Hotel, Chicago, Ill. October 9. Program Committee Chairman McConochie reports that many new innovations have been made in the program. He guarantees an interesting and valuable time from beginning to end. Soon preliminary copies of the program will be available to all I. T. E. members. Further details about the program will appear in the next issue of "Traffic Engineering".

The annual dinner of the I. T. E. will be held October 10th at 6:30 P.M. at the North Ballroom of the Stevens Hotel, Chicago. This highlight of every annual program should be even more attractive this year. We are promised many unusual events. Enclosed with this issue of "Traffic Engineering" is a reservation card for the Institute dinner. Please fill this out and return it immediately to Mr. W. R. Abbott, Jr.

OFFICIAL BALLOTS MAILED

Official ballots were mailed to all Members and Associate Members on August 15 for the election of the 1939 Officers. A President, Vice President, Secretary Treasurer and two Directors will be elected. Those chosen by the Nominating Committee for these positions are as follows:

President	* Leslie J. Sorenson
Vice President	* Hawley S. Simpson
Secretary-Treasurer	* Harold F. Hammond
Directors	John Gibala and Walter Rosenwald

* Present incumbent

The ballots are to be returned either to the Secretary or brought to the annual meeting at Chicago. Only ballots received from members having paid their dues and in good standing with the Institute will be recognized.

REVISED EDITION OF CONSTITUTION AND BY-LAWS

The Secretary has just completed a revision of the Constitution and By-Laws which can be obtained by all Institute members upon request. It includes the most recent amendment dated February 10, 1938. The revised edition has been prepared in an attractive 6x9 form.

HIGHWAY TRAFFIC STANDARDS COMMITTEE

The Institute of Traffic Engineers, through President Sorenson, has accepted an invitation from the American Standards Association to have a representative on the Highway Traffic Standards Committee which was recently organized under the By-Laws of the A.S.A.

President Sorenson appointed Arnold H. Vey, Traffic Engineer, State Motor Vehicle Department, Trenton, N. J. as the official representative of the Institute. Robert A. Mitchell, Traffic Engineer, City of Philadelphia, was appointed as the alternate.

Present projects which will come under the supervision of this newly formed highway Traffic Standards Committee are safety codes for colors for traffic standards, Manual on Uniform Traffic Control Devices, standards for the inspection of motor vehicles, standards for railroad highway grade crossing protection, safety code for colors for traffic signals.

MAN AT THE WHEEL

The MARCH OF TIME released on August 4, a new production entitled "Man at the Wheel". This picture will be shown in 8200 United States theatres. It should be of special interest to all Institute members and those associated with traffic control. W. Graham Cole (Member) Safety Director of the Metropolitan Life, while cooperating with the March of Time for the production of their film entitled "Men of Medicine", suggested to the producers the possibility of a film on the subject of traffic. The producers liked the idea and started production. In the actual filming of the picture many Institute members took an active part. Traffic Engineering was played up as one of the important traffic E's. The whole picture unfolds in an interesting picture story style.

The Motion Picture Traffic Safety Committee on which the Institute is officially represented by President Sorenson and Grant Mickle, were so impressed with the traffic safety values of the production that it immediately accepted the film as an entrant in its 1938 theatrical film award contest and took steps to help publicize the film to the general public. All those that have not seen the film are urged to do so immediately. Should you wish more information about it write to Dwight McCracken, Secretary, Motion Picture Traffic Safety Committee, 175 Berkeley Street, Boston, Mass.

TRAFFIC CONTROL SESSION - UNIVERSITY OF WASHINGTON

The Institute of Government at the University of Washington, Seattle, Washington, this year, for the first time, is devoting a section of its program to traffic control and safety. Some of the subjects which will be covered in this program to be given July 11 to 15, are city administration and its responsibility to traffic safety and control, state and community safety organizations, publicity phases of safety education, community safe driving schools, organization for traffic engineering, metered parking, traffic safety, lighting, signals, signs and markings, traffic laws and ordinances, selective enforcement, pedestrian control and many others. Mr. J. W. A. Bollong (Member) Traffic Engineer, City of Seattle, is one of the outstanding members of the instructional staff.

RESEARCH ON PASSING DISTANCES

Theodore Matson (Member) and Dr. Theodore Forbes of the Yale University Bureau for Street Traffic Research have completed more than 1,000 observations to determine the distance required for overtaking by the average driver with the average car at different speeds and under different conditions of roadway. Hundreds of photographs of passing vehicles have been taken in this connection.

The studies have been made mostly on two-lane roads, as part of a larger project by the Bureau to develop a model two-lane highway. Although this type of road comprises about 90 per cent of the country's road network, and is especially common in rural sections, where the accident record is worst, little has been done to study its characteristics and improve its safety factors.

The Michigan Highway Department is cooperating with the Yale men in this study of passing and overtaking distances. Matson and Forbes plan to present their preliminary findings at the meeting of the I.T.E. in October. Their studies will cover not only the human factors involving the driver passing and the driver being passed, but the engineering or physical factors of the highway's design and surface.

REFLECTOR TYPE CURBING

The New Jersey State Highway Department is experimenting with a new reflector type curbing. This has been developed principally for use in flanking the center islands of the divided roadways and is designed so that passing vehicles will not be pinched against the curb but will be able to mount the curb and run in the island without losing control of the vehicle.

The reflecting surfaces are obtained by deforming the slanting face of the curb with a series of panels, the sides of which are made nearly normal to the driver's vision and the headlight rays, thus acting as a series of reflectors and making the curb visible. When viewed at a distance these reflecting faces appear as an unbroken white bank of light.

The New Jersey State Highway Department still feels they have considerable experimenting to do. It hopes that the department will be able to continue the experiments of applying the principles of light reflection to other parts of the roadway with the ultimate aim that one's own headlights will be sufficient to light the path of the driver for a considerable distance ahead.

JEFFERSON CITY, MISSOURI TRAFFIC SURVEY

The National Safety Council has just completed a traffic survey for Jefferson City, Missouri. The survey was made by the City Engineering Department under the immediate direction of Donald S. Berry (Associate) who is a member of Earl Reeder's Traffic Engineering Division, National Safety Council.

The Survey report was accepted and approved at a special City Council meeting on July 27. Among the more important problems dealt with in the survey was complete revision of traffic ordinances, treatment of 36 high accident locations, traffic signals, standardization and timing, parking restrictions and off-street spaces, stop sign, re-distribution and enforce-

ment administration. Because of the unusual interest and enthusiasm displayed by city officials and the Chamber of Commerce it is expected that the recommendations of the survey will be immediately put into effect.

TAYLOR LEWIS ACCEPTS NEW POSITION

Taylor Lewis, (Junior) has accepted a position as Traffic Engineer for the City of Wichita, Kansas. He left the Globe Indemnity Insurance Company on July 1, to take over this new responsibility. We wish Mr.Taylor success in his new position and hope he will keep us informed of traffic progress made in that progressive city of the middlewest.

PETE STUPKA

Pete Stupka, (Member) is now associated with the Division of Social Research, Works Progress Administration, Washington, D. C. in cooperation with L. V. Bullis, (Associate) Chief of the Traffic Survey Division, W.P.A. Washington, D. C. He has developed traffic survey procedure and research projects suitable for operation under W.P.A. conditions. Timing traffic signals, selecting preferred routes, developing through street systems, and selecting one-way streets are a few of the program agenda. For some time to come Mr. Stupka will be writing technical procedures on how to undertake these many projects.

A LA WINCHELL

Flash ! Your correspondent has learned that a certain Institute member living in a midwestern community of 63,000 population has suddenly become interested in developing a side line. We wonder if Public Safety is losing its glamour. See September issue of "Better Homes and Gardens". How much he paid to have a picture run of his newly constructed home will be revealed at the annual convention.

COMMITTEE CHAIRMEN - PLEASE NOTE

October 9th is only 42 days off. Don't delay preparation of your reports to the last day. Remember the Program Committee expects more than the ordinary type report this year.